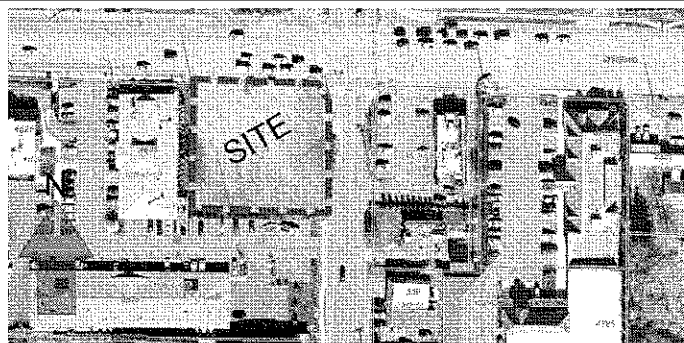


ENVIRONMENTAL REVIEW COMMITTEE REPORT AND ADMINISTRATIVE SITE DEVELOPMENT PLAN REPORT & DECISION

ERC MEETING DATE:	November 19, 2012		
Project Name:	QFC Fuel Center #871		
Owner:	Eastside Funding LLC, c/o Hugh Stewart, 3933 Lake Washington Blvd. NE, Suite 100, Kirkland, WA 98033		
Applicant:	Tim Hansen, QFC Real Estate Manager, Quality Food Centers, Inc., 10116 NE 8 th Street, Bellevue, WA 98004		
Contact:	Robert McNeill, Barghausen Consulting Engineers, Inc., 18215 72 nd Avenue S, Kent, WA 98032		
File Number:	LUA12-083, ECF, SA-A		
Project Manager:	Vanessa Dolbee, Senior Planner		
Project Summary:	<p>The applicant has requested SEPA Environmental Review and Site Plan Review for the construction of a QFC Fuel Center featuring a 3,360 square foot canopy and a 160 square foot cashier's kiosk at 4615 NE 4th Street. The project would require the installation of a 20,000 gallon underground storage tank for unleaded fuel, and an 18,000 gallon split underground fuel tank divided between diesel and supreme unleaded fuel. The vacant site is located in the Commercial Arterial (CA) zone and is 22,092 square feet in size. A limited right-in/right-out access is proposed along NE 4th Street and full access is proposed for Duvall Avenue NE. Approximately 2,699 square feet would be dedicated to public right of way and 2,800 cubic yards of cut and fill activates is expected as a result of the application. There are 20 existing trees on the site, the applicant has proposed to clear the site and replant with 20 new trees. The site is located in the Aquifer Protection Zone 2, no other critical areas exist on the subject site. A Stormwater study, traffic study, geotechnical report, and a critical areas reconnaissance were submitted with the application.</p>		
Project Location:	4615 NE 4 th Street		
Site Area:	22,092 SF	Proposed New Bldg. Area (gross):	3,360 SF canopy 106 SF kiosk
STAFF RECOMMENDATION:	Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance (DNS-M).		



Project Location Map

A. EXHIBITS:

- Exhibit 1: Neighborhood Detail Map
- Exhibit 2: Color Elevations, updated e-mail submittal
- Exhibit 3: Exterior Elevations and Signage, updated e-mail submittal
- Exhibit 4: Site Improvement Plan, updated e-mail submittal
- Exhibit 5: Landscape Planting and Plaza Plan, updated e-mail submittal
- Exhibit 6: Grading Plan
- Exhibit 7: Storm Drainage Plan
- Exhibit 8: Sanitary Sewer and Water Plan
- Exhibit 9: Significant Tree Plan
- Exhibit 10: Trash Enclosure Details

B. GENERAL INFORMATION:

- 1. Owner(s) of Record: Eastside Funding LLC
c/o Hugh Stewart
3933 Lake Washington Blvd. NE, Suite 100
Kirkland, WA 98033
- 2. Zoning Designation: Commercial Arterial (CA)
- 3. Comprehensive Plan Land Use Designation: Commercial Corridor (CC)
- 4. Existing Site Use: Vacant land
- 5. Neighborhood Characteristics:
 - a. North: Strip Commercial (RM-F zone)
 - b. East: Dairy Queen (CA zone)
 - c. South: Strip Commercial (CA zone)
 - d. West: Strip Commercial (CA zone)
- 6. Site Area: 0.51 acres

C. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/04
Zoning	N/A	5100	11/01/04
Annexation	N/A	3946	10/16/1985

D. PUBLIC SERVICES:

- 1. Existing Utilities
 - a. Water: There is an existing 8" CI water main located in NE 4th Street and an existing 8" water main in Duvall Avenue NE. This project is located in the Aquifer Protection Zone 2.
 - b. Sewer: There is an existing 24" sanitary sewer main located in NE 4th Street.

- c. Surface/Storm Water: There are storm drainage facilities in NE 4th Street and in Duvall Avenue NE.
2. **Streets**: There is partial sidewalk, curb, gutter, and street lighting fronting the corner of the site. No other street improvements currently exist on along the site frontage.
3. **Fire Protection**: City of Renton Fire Department

E. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:

1. **Chapter 2 Land Use Districts**
 - a. Section 4-2-020: Purpose and Intent of Zoning Districts
 - b. Section 4-2-070: Zoning Use Table
 - c. Section 4-2-120: Development Standards for Commercial Zoning Classifications
2. **Chapter 3 Land Use Districts**
 - a. Section 4-2-020: Critical Area Regulations
 - b. Section 4-3-100: Urban Design Regulations
3. **Chapter 4 Property Development Standards**
4. **Chapter 6 Streets and Utility Standards**
 - a. Section 4-6-060: Street Standards
5. **Chapter 9 Procedures and Review Criteria**
 - a. Section 4-7-200: Site Plan Review
6. **Chapter 11 Definitions**

G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

1. Land Use Element
2. Community Design Element

H. ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

1. Environmental Threshold Determination

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

Issue a DNS-M with a 14-day Appeal Period.

2. Mitigation Measures

1. The applicant shall comply with the recommendations included in the Geotechnical Engineering Report prepared by the Riley Group, Inc., dated August 22, 2012.
2. The applicant shall pay a Transportation Impact fee, as determined by the Renton Municipal Code. The fee shall be payable to the City as specified by the Renton Municipal Code.
3. The applicant shall pay a Fire Impact fee, as determined by the Renton Municipal Code prior to building permit issuance.

3. Environmental Impacts

The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:

a. Earth

Impacts: The site relatively flat with an overall elevation difference less than 5 feet. The site is currently vacant; however the site used to be a gas station and convenience store. Reminiscence from the site's past use still exists on the subject property including broken asphalt and/or concrete pavement, stone/dirt surfaces and unplanned landscaping. The applicant has indicated that the project would result in approximately 2,800 cubic yards of material would be affected by site grading activities, specifically related to excavation for the two underground fuel storage tanks. Furthermore it is anticipated that following construction, the subject site would be covered by approximately 90 percent impervious surface area.

The applicant provided a Geotechnical Engineering Report prepared by the Riley Group, Inc., dated August 22, 2012. The Engineer visited the site on August 9, 2012 and drilled two test borings to a maximum depth of 26 feet below the ground surface. The result of the two borings identified that the site is underlain by over 25 feet of very dense glacial till which consists of silty sand with gravel. The report stated that the groundwater table was not encountered during the field exploration; however fluctuation in groundwater level should be expected on a seasonal and annual basis. It is anticipated that ground water would not likely affect construction activities. Moreover, the report concludes that the site is suitable for the proposed project from a geotechnical standpoint and that the native soil is suitable for supporting the proposed foundations and fuel storage tanks. Finally, the report includes recommendations for site preparation and grading, structural fill, excavations and shoring, underground storage tanks, foundations, kiosk slab-on-grade, drainage, utilities, and pavements. As such, staff recommends as a mitigation measure that the applicant comply with the recommendations included in the provided Geotechnical Engineering Report.

The applicant will be required to design a Temporary Erosion and Sedimentation Control Plan (TESCP) pursuant to the 2009 King County Surface Water Design Manual Erosion and Sediment Control Requirements.

Mitigation Measures: The applicant shall comply with the recommendations included in the Geotechnical Engineering Report prepared by the Riley Group, Inc., dated August 22, 2012.

Nexus: SEPA Environmental Review, RMC 4-3-050 Critical Areas Regulations, RMC 4-4-060 Grading, Excavation and Mining Regulations.

b. Air

Impacts: It is not anticipated that the project would significantly impact air quality. Any impacts would be from construction and future operations, including customer traffic. Air impacts from construction would be temporary and would be limited in duration. The applicant has indicated that construction vehicle emission would be controlled through the use of factory-installed mufflers and spark arrestors, reducing the amount of noxious emissions and noise and helping to control airborne dispersal. Furthermore, the Temporary Erosion and Sediment Control Plan (TESCP) would further reduce airborne particulates related to dust by controlled watering of the grounds during construction.

Following construction, the operation of the fuel center would result in such emissions as carbon monoxide (CO), nitrogen oxides (NOXs), sulfur oxides (SOXs), volatile organic compounds (VOCs), hydrocarbons, and related airborne pollutants typically associated with the use of fossil fuels. The applicant has indicated that impacts to air pollution would be minimized by installing vapor recovery systems and equipment fully certified by the California Air Resources Board (CARB) in all stages of fuel distribution process. The CARB

dual-point systems would be used to reduce vapor release/emissions during deliveries and at the dispensers. These systems would reduce and/or recover vapors.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

c. Water

I. Wetland, Streams, Lakes

Impacts: The City of Renton Water Class Map identifies Maplewood Creek, a Class 4 stream and wetlands located on and near the subject site. However, based on the existing conditions in the field, Maplewood Creek would have to flow through an existing strip commercial building and a parking lot prior to reaching the southern edge of the development site. In addition to the existing conditions of the site and surrounding development the applicant provided a Critical Areas Review, prepared by Altmann Oliver Associates, LLC, dated March 21, 2012. The Biologist visited the site and identified that no hydroptic plant communities were located at the site. In addition, the Biologist analyzed borings throughout the vegetated portion of the property. The borings revealed dry, non-hydric, high chorma soils and no evidence of ponding or prolonged soil saturation anywhere on the site. As such the provided Critical Areas Report concludes that no wetland or streams are located on or adjacent to the property. Staff supports the above conclusions based on the report's findings and the developed conditions in the field.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

II. Ground Water

Impacts: The site is located in the Aquifer Protection Area Zone 2. The project proposes to store hazardous materials on site. As such, the project will be subject to additional requirements under RMC 4-3-050H.2.d, which may include but is not limited to secondary containment, hazardous material monitoring, emergency collection devices, inspection of containment and emergency equipment, and employee training. Hazardous materials shall not be spilled, leaked, emitted, discharged, disposed, or allowed to escape or leach into the air, into groundwater, surface water, surface soils or subsurface soils. With the exception of intentional withdrawals of hazardous materials for the purpose of legitimate sale, use, or disposal and discharges permitted under federal, state, or local law. Additionally, if the project involves the placement of more than one hundred (100) cubic yards of imported fill, then a source statement would be required for each source location from which imported fill will be obtained.

The applicant has indicated that stormwater runoff from the concrete drive pad under the proposed canopy could be contaminated with oil, unspent hydrocarbons and other contaminants. Stormwater runoff from the concrete drive slab/pad located beneath the fuel canopy would be collected and subsequently conveyed through an oil/water separator, and then discharged into the sanitary sewer system instead of the storm system. This would reduce potential pollutants from entering the storm system.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

III. Storm Water

Impacts: A Technical Information Report prepared by Barghausen Consulting Engineers, Inc., dated September 19, 2012 was submitted with the application. The provided TIR identifies that under current conditions stormwater from the subject site sheet flows southeast to Duvall Avenue NE. In

addition to the on-site flow approximately a 0.06 acre area upstream contributes to the runoff to Duvall Avenue NE. The TIR identifies that the upstream basin stormwater would be routed through the onsite detention and water quality system and would discharge close to existing conditions at the southeast corner of the property.

The provided TIR utilized the City of Renton Amendments to the 2009 King County Surface Water Design Manual (KCSWDM) for the flow control and water quality facility analysis and design. Based on the KCSWDM the site is considered to be till forest for the pre-development calculations, furthermore the 0.06 acre off site upstream drainage basin would be considered till grass. The applicant has prosper to provide flow control in the form of a wet/detention vault located in the southeast corner of the project site that would discharge to the existing conveyance system along Duvall Avenue NE. The applicant has proposed to meet the Enhanced Basic Water Quality requirements by providing 3 feet of dead storage in the water quality and detention vault and a three-cartridge Stormfilter manhole with CSF media downstream of the detention.

The TIR further identifies that the canopy covering over the fuel dispensing island as well as routing the under-canopy drainage through an oil/water separator prior to discharging would accommodate the project special requirements for source control.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

d. Transportation

Impacts: The site has two public street frontages, NE 4th Street and Duvall Avenue NE. The existing site currently gains access from both streets, however there street frontage improvements do not currently exist along either frontage. The applicant has proposed two access points, one right-in and right-out along NE 4th Street and a second access point along Duvall Avenue NE. The two access points would facilitate vehicular mobility throughout the site by providing for opportunities to reduce vehicular stacking at the fuel pumps. NE 4th Street is considered an arterial and Duvall Avenue NE is a collector street. As designed the primary access point is located off of Duvall Avenue NE, reducing impacts to NE 4th Street.

The applicant submitted a Traffic Impact Analysis, prepared by Transportation Engineering North West (TENW), dated September 10, 2012. Based on the provided study the project would generate 704 weekday daily trips of which 64 trips would occur during the weekday PM peak hour. However, the study utilized a unique methodology calculating 28 percent of the trips as "linked trips" to account for QFC rewards card members that would be coming from the QFC grocery store located across the intersection of NE 4th Street and Duvall Avenue NE. The linked trips reduced the overall trip count by 472 trips and the PM peak hour trips by 28. However, "linked trips" were included in the intersection traffic counts and the driveway counts to determine Level of Service. The City may not accept the methodology of "linked trips" when determining the impact fees associated with the subject development. However, the conclusions of the overall transportation impacts included in the provide analysis appear to be consistent with standard transportation analysis methodology.

Table 2 of the TENW report concludes that the site driveway on NE 4th Street would function at a LOS C and the Duvall Avenue Driveway would function at a LOS B for left-right existing and A for left-thru entering. Therefore the two driveways are expected to operate at acceptable levels in the 2013 project horizon year. In addition the Traffic Analysis addresses the NE 4th Street and Duvall Avenue NE intersection. The results of the LOS analysis indicated that the intersection is expected to operate at acceptable levels (LOS D) with the project in 2012. The proposed project would result in a delay increase of less than 4 seconds per vehicle.

Furthermore, the study identified that the eastbound queues extending from the traffic signal at 4th and Duvall would periodically block the proposed gas station driveway on NE 4th Street during the PM peak hour. Due to the traffic volumes along NE 4th Street and the frequency of blockage this driveway has been

restricted to right-in right-out which is anticipated to minimize delays and ensure safe operations at the driveway. The TENW report also identifies that the queues extending from the traffic signal would occasionally block the proposed gas station driveway on Duvall during the PM peak hor. This blockage is expected to occur less frequently than NE 4th Street. The report concludes that despite the occasional blockages, the signal would create gaps in traffic flow that would allow vehicles to exit the site at regular intervals.

Overall, the Transportation Analysis concludes that the proposed project would not have a significant adverse impact on the transportation system and that payment of transportation impact fees would be adequate to mitigate the project impacts. In order to mitigate transportation impacts, staff recommends a mitigation measure requiring the applicant to pay an appropriate Transportation Impact Fee. Currently this fee is assessed at \$75.00 per net new average daily trip attributed to the project. However, a new impact fee will be effective January 1, 2013; therefore the applicant shall pay the fee, as determined by the Renton Municipal Code.

Mitigation Measures: The applicant shall pay a Transportation Impact fee, as determined by the Renton Municipal Code. The fee shall be payable to the City as specified by the Renton Municipal Code.

Nexus: Transportation Impact Fee Ordinance 5670

e. Fire & Police

Impacts: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; subject to the condition that the applicant provides Code required improvements and fees. Therefore, staff recommends a mitigation measure requiring the applicant to pay an appropriate Fire Impact Fee. Currently this fee is assessed at \$0.52 per square foot of building area. However, a new impact will be effective January 1, 2013; therefore the fee, as determined by the Renton Municipal Code at the time of payment shall be paid. The fee shall be payable to the City as specified by the Renton Municipal Code prior to building permit issuance.

Mitigation Measures: The applicant shall pay a Fire Impact fee, as determined by the Renton Municipal Code prior to building permit issuance.

Nexus: Fire Impact Fee Ordinance 5670

4. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

I. ADMINISTRATIVE SITE PLAN REVIEW FINDINGS OF FACT:

1. The applicant, Tim Hansen, QFC Real Estate Manger, is requesting Administrative Site Plan Review and Environmental 'SEPA' Review for the construction of a QFC Fuel Center featuring a 3,360 square foot canopy and a 160 square foot cashier's kiosk.
2. The original application included a request for modifications from pedestrian orientation, architectural scale, pedestrian plaza size, stacking lanes, landscaping, and refuse and recycling standards. Staff's initial review of the combined requested modifications concluded that many of the requested modification would not be supported as the proposal would not meet the guidelines and/or the modification criteria for approval. Therefore, the applicant submitted new plans, via two e-mails both dated October 26, 2012. Included in the new plan submittals were new elevation drawings, updated site plan, updated landscape plan, and new color elevations. As such, Planning Staff will utilize the drawings submitted in the October 26, 2012 e-mail when reviewing the subject proposal. These plans are included as Exhibits 2 – 5.

3. The proposed canopy would be 19 feet tall, with a mansard roof projecting above the 19 feet. The kiosk would be 11 feet tall.
4. The applicant is proposing 1 ADA surface parking stall; the remainder of the "parking" is in the form of stacking for the fuel pumps.
5. The applicant is requesting a parking modification in order to provide stacking for 16 vehicles instead of the required 30.
6. The Planning Division of the City of Renton accepted the above master application for review on September 26, 2012 and determined it complete on October 30, 2012. The project complies with the 120-day review period.
7. The subject site is located on the southwest corner of the intersection of NE 4th Street and Duvall Avenue NE, at 4615 NE 4th Street.
8. The property is located within the Commercial Corridor (CC) Comprehensive Plan land use designation and the Commercial Arterial (CA) zoning classification.
9. The site is currently vacant. However, historically a gas station was located on the subject site, which has been demolished and removed.
10. Access to the site would be provided via two curb cuts, a right in right out only along NE 4th Street and a second curb cut along Duvall Avenue NE.
11. The site is located in the Aquifer Protection Zone 2; no other critical areas are located on the subject site.
12. The site relatively flat with an overall elevation difference less than 5 feet.
13. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on November 19, 2012, the City's Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS) (Exhibit 6). A 14-day appeal period will commence with this Administrative Site Plan Review Decision on November 23, 2012 and end on December 7, 2012.
14. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments have been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
15. The proposal requires Site Plan Review. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200.E:

SITE PLAN REVIEW CRITERIA:	
a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:	
The site is designated Commercial Corridor (CC) on the Comprehensive Plan Land Use Map. The purpose of CC is to evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. The proposal is compliant with the following Comprehensive Plan policies:	
✓	Policy LU-256. The NE Sunset Boulevard, Northeast Fourth, and Puget Corridors are unique in the City due to the highly eclectic mix of commercial uses. Similar uses to those found in these corridors should be fostered as development and redevelopment of properties in these areas occur over time.
✓	Policy LU-262. Support the redevelopment of commercial business districts located along

	principal arterials in the City.
✓	Policy LU-266. Development within defined activity nodes should be subject to additional design guidelines as delineated in the development standards.
✓	Policy LU-268. Public amenity features (e.g. plazas, recreation areas) should be encouraged as part of new development or redevelopment.
✓	Policy CD-30. Non-residential development should have site plans that provide street access from a principal arterial, consolidate access points to existing streets, and have internal vehicular circulation that supports shared access. Curb cuts and internal access should not conflict with pedestrian circulation.
✓	Policy CD-40. Use design regulations to provide direction on site design, building design, landscape treatments, and parking and circulation.
✓	Policy CD-55. Landscape buffers, additional setbacks, reduced height, and screening devices such as berms and fencing should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.
✓	Policy CD-82. Landscaping should be required adjacent to freeways and major highways and other public rights-of-way.

b. ZONING COMPLIANCE AND CONSISTENCY:

The subject site is classified **Commercial Arterial (CA)** on the City of Renton Zoning Map. The following development standards are applicable to the proposal:

Density: Per RMC 4-2-120A the allowed density range in the CA zoning classification is a minimum of 20 dwelling units per net acre (du/ac) up to a maximum of 60 du/ac. Net density is calculated after public rights-of-way, private access easements, and critical areas are deducted from the gross acreage of the site.

Not applicable.

Lot Dimensions: Per RMC 4-2-120A the minimum lot size, in the CA zone, is 5,000 square feet.

Not applicable.

Setbacks: Per RMC 4-2-120A the CA zoning classification requires a minimum front yard setback of 10 feet which may be reduced to zero feet during the site plan development review process, provided blank walls are not located within the reduced setback. There is a maximum front yard setback of 15 feet. The CA zone has no rear or side yard setback except 15 feet if lot abuts or is adjacent to a residential zone.

The updated site plan did not provide setbacks; however based on the previously submitted site plan the canopy would exceed the maximum 15 foot setback.

RMC 4-2-120C states that the maximum front yard setback may be modified by the Reviewing Official through the site development plan review process if the applicant can demonstrate that the site development plan meets the following criteria:

a. Orients development to the pedestrian through such measures as providing pedestrian walkways beyond those required by the Renton Municipal Code (RMC), encouraging pedestrian amenities and supporting alternatives to single occupant vehicle (SOV) transportation; and

b. Creates a low scale streetscape through such measures as fostering distinctive architecture and

mitigating the visual dominance of extensive and unbroken parking along the street front; and

c. Promotes safety and visibility through such measures as discouraging the creation of hidden spaces, minimizing conflict between pedestrian and traffic and ensuring adequate setbacks to accommodate required parking and/or access that could not be provided otherwise.

Alternatively, the Reviewing Official may also modify the maximum setback requirement if the applicant can demonstrate that the preceding criteria cannot be met; however, those criteria which can be met shall be addressed in the site development plan:

d. Due to factors including but not limited to the unique site design requirements or physical site constraints such as critical areas or utility easements the maximum setback cannot be met; or

e. One or more of the above criteria would not be furthered or would be impaired by compliance with the maximum setback; or

f. Any function of the use which serves the public health, safety or welfare would be materially impaired by the required setback.

The applicant has indicated that the projects operational requirements mandate a greater separation from the property line than specified by code. Physically placing the fuel canopy in a location which complied with the required maximum setback would virtually eliminate the possibility of vehicle queuing/stacking and eliminate any operational functionality for the proposed use. The locations would minimize conflict between pedestrians and traffic and would preserve public health, safety and welfare by providing needed separation. It should be noted that the applicant has modified the layout of the fuel canopy to bring a portion of it as close as possible to the maximum setback line while maintaining full operational capabilities. Therefore, staff supports a modification to the maximum front yard setback.

However, no setbacks were identified on the updated site plan. As such, staff recommends a condition of approval that the applicant provide an updated site plan which clearly identifies compliance with setback standards at building permit application.

Building Height: *Per RMC 4-2-120A building height is restricted to 50 feet unless a conditional use permit is obtained.*

The height of the proposed structure would be 19 feet plus the Mansard Roof. The proposal complies with the height requirements of the zone.

Building Standards: *Per RMC 4-2-120A the allowed lot coverage is 65 percent for proposals within the CA classification.*

The proposed building footprints would be 3,494 square feet on the 22,092 square feet site, resulting in a building lot coverage of approximately 16 percent.

Landscaping: *Per RMC 4-4-070 ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways or those projects with reduced setbacks.*

The applicant is proposing landscaping along NE 4th Street and Duvall Avenue NE. It appears the

landscape strip is approximately 10 feet in width and would contain vertical screening elements in combination with shrubs, ground cover, and trees. However, the provided landscape plan did not provide the dimensions of the landscape area therefore staff could not verify compliance with the above standards.

A conceptual landscape plan was submitted via e-mail on October 27, 2012 (Exhibit x). The landscape plan includes a planting plan; the proposed tree species largely consist of Green Arrow Alaska Cedar, Japanese Stewart and Imperial Honey Locust as street trees. The shrubs proposed largely consist of: compact strawberry tree, Blue Oat Grass, Slowmound Dwarf Mugo Pine, and William Penn Barberry. However a detail of the proposed vertical screening elements was not provided. The applicant shall be required to submit a final landscape plan, including details for vertical elements, for review and approval by the Currently Planning Project Manager prior to building permit issuance.

Refuse and Recyclables: *Per RMC 4-4-090 for retail/eating and drinking establishments a minimum of 5 square feet per every 1,000 square feet of building gross floor area shall be provided for recyclable deposit areas and a minimum of 10 square feet per 1,000 square feet of building gross floor area shall be provided for refuse deposit areas with a total minimum area of 100 square feet*

Based on the proposal for a total of 160 square foot kiosk or retail establishment space; a minimum area of 100 square feet of refuse and recycle area would be required. The applicant is proposing a 120 square foot refuse and recyclable deposit area in the southwestern corner of the site. The proposal complies with the refuse and recyclable standards.

Vehicles: *Per RMC4-2-120 a connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow a smooth flow of traffic across abutting CA parcels without the need to use a street. Access may comprise the aisle between rows of parking stalls but is not allowed between a building and a public street.*

This section of code is intended to provide vehicular connections to abutting commercial uses. The proposal is by strip commercial on both the south and west side of the site. To the west, the strip commercial building abuts the property line; at this location there is no possibility to create a connection without removing a building or a portion of a building. To the south, the connection would be possible, as it would access a parking lot. The applicant has not proposed any site to site vehicle access ways. As such, staff recommends a condition of approval that either a site-to-site vehicle access is provided between the subject site and the south CA zone property or applies for and is granted a variance from the above standards.

Critical Areas: The project is located in the Aquifer Protection Zone 2 and proposes to store hazardous materials on site. As such, the project will be subject to additional requirements under RMC 4-3-050H.2.d, which may include but is not limited to secondary containment, hazardous material monitoring, emergency collection devices, inspection of containment and emergency equipment, and employee training. Therefore the applicant shall provide documentation at building permit application verifying compliance with RMC 4-3-050H.2.d; which shall be reviewed and approved by the Fire Department, Water Utility and the Current Planning Project Manager.

Parking: *Drive-through facilities shall be so located that sufficient on-site vehicle stacking space is provided for the handling of motor vehicles using such facility during peak business hours. Typically 5 stacking spaces per window are required unless otherwise determined by the Planning Director. Stacking spaces cannot obstruct required parking spaces or ingress/egress within the site or extend into the public right-of-way.*

One parking space would be required for the cashier's kiosk.

The applicant provided one parking space, however this parking space has been labeled for ADA. The parking space is intended to be available for the cashier working at the kiosk. If this employee does

not have an ADA parking permit they would not be able to use the provided parking stall. As such, staff recommends that the parking stall be designed to ADA dimensions to allow for its use to accommodate individuals with the need for ADA size stall however to not label the stall limiting its use so that it can provide parking for the cashier at the kiosk with or without an ADA parking permit. The parking stall should also be signed "employee parking" to ensure the space is available for the employee. With this change, the project would provide parking for the employee of the gas station. The applicant shall provide an updated site plan depicting the parking stall without ADA labeling for review and approval at building permit review.

The applicant has requested a modification from the stacking standards of 5 spaces per vehicle fueling positions. Based on the minimum standards the ten fueling positions require 5 cars stacking. This would result in a total of 50 car stacking spaces. The applicant has requested to provide room for 16 car stacking.

The applicant submitted a modification request which was supported by a Transportation Analysis prepared by Transportation Engineering North West. The applicant contends that they considered multiple layouts, pump configurations, spacing/layout options and their impacts on queuing/stacking. The most effective option is provided in the submitted plans. The proposal would provide six stacking lanes serving 10 available vehicle fueling pumps (VFP) but would also maintain four passing lanes, two beneath the fuel canopy and two each on the outer edge of the canopy.

The applicant has indicated that the proposed design allows drivers to maneuver to take advantage of an unused VFP, and maintain the maximum number of VFPs available. Furthermore, the applicant has indicated the combination of more refueling options and easier accessibility leading to decrease dwell time would equate to less of a chance of a queuing/stacking problem developing. The Transportation Analysis concluded that the proposed on-site queuing area is sufficient to accommodate the expected demand. Staff supports a modification to the stacking as proposed.

Sidewalks, Pathways, and Pedestrian Easements: The applicant has proposed to provide sidewalks along the street frontages which would allow for pedestrian circulation around the site. However, the fuel station is an auto oriented use which continuously contains maneuvering vehicles. As such pedestrians are discouraged from walking through the site unless utilizing the facility. Therefore, the proposed sidewalks along the frontages would meet the intent of pedestrian pathways and at the same time would provide for safe pedestrian circulation around the site.

c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY: The site is located within Design District 'D'. To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity throughout the district. As demonstrated in the table below the proposal meets the intent of the Design Regulations on the basis of individual merit if all conditions of approval are met.

i. SITE DESIGN AND BUILDING LOCATION:

Intent: To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.

1. Building Location and Orientation:

Intent: To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.

Guidelines: Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to

<i>buildings and open space. The privacy of individuals in residential uses shall be provided for.</i>	
✓	Standard: The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.
✓	Standard: Buildings shall be oriented to the street with clear connections to the sidewalk. Staff Comment: The project does not contain any traditional buildings to be oriented to the street. Landscape screening is proposed along the frontage to provide a visual "distraction" to the proposed vehicular related use and its associated structure.
N/A	Standard: Buildings with residential uses located at the street level shall be set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building or have the ground floor residential uses raised above street level for residents' privacy.
2. Building Entries:	
Intent: To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.	
Guidelines: Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.	
N/A	Standard: A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.
N/A	Standard: A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting.
N/A	Standard: Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide (illustration below). Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level.
N/A	Standard: Building entries from a parking lot shall be subordinate to those related to the street.
N/A	Standard: Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.
N/A	Standard: Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.
N/A	Standard: Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.
3. Transition to Surrounding Development:	
Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.	
Guidelines: Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.	
✓	Standard: At least one of the following design elements shall be considered to promote a transition to surrounding uses: (a) Building proportions, including step-backs on upper levels;

	<p>(b) Building articulation to divide a larger architectural element into smaller increments; or</p> <p>(c) Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.</p> <p>Additionally, the Administrator of the Department of Community and Economic Development or designee may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.</p>
4. Service Element Location and Design: Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas. Guidelines: Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
✓	Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.
Not Compliant	Standard: In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors. Staff Comment: The applicant's submittals for the refuse and recyclable enclosure elevations do not depict a roof. However, the updated site plan that was provided in the October e-mail (Exhibit 4), identified that the trash enclosure would be "covered". Therefore, staff recommends as a condition of approval, the applicant be required to submit revised elevations for the refuse and recyclable enclosure depicting a roof. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
✓	Standard: Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).
N/A	Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.
5. Gateways: Not Applicable	
ii. PARKING AND VEHICULAR ACCESS: Intent: To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.	
1. Surface Parking: Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings. Guidelines: Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.	
✓	Standard: Parking shall be located so that no surface parking is located between a building and the front property line, or the building and side property line, on the street side of a corner lot.

✓	Standard: Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.
2. Structured Parking Garages: Intent: To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages. Guidelines: Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.	
N/A	Standard: Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.
N/A	Standard: The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.
N/A	Standard: Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.
N/A	Standard: The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.
N/A	Standard: Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.
N/A	Standard: The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building: <ul style="list-style-type: none"> (a) Ornamental grillwork (other than vertical bars); (b) Decorative artwork; (c) Display windows; (d) Brick, tile, or stone; (e) Pre-cast decorative panels; (f) Vine-covered trellis; (g) Raised landscaping beds with decorative materials; or (h) Other treatments that meet the intent of this standard.
3. Vehicular Access: Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets. Guidelines: Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.	
N/A	Standard: Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.
✓	Standard: The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.

iii. PEDESTRIAN ENVIRONMENT:

Intent: To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.

1. Pedestrian Circulation:

Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.

✓	<p>Standard: A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <p>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</p> <p>(b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.</p> <p>Staff Comment: Pedestrian access through the maneuvering area of a fuel station is discouraged for pedestrian safety. Pedestrian circulation is designed to move around the edge of the site along the sidewalks. There is separation from the vehicular oriented area via on-site landscaped area to provide separation and screening.</p>
N/A	<p>Standard: Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p>
N/A	<p>Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p>Staff Comment: No pathways are located along the fuel canopy facades. Pedestrian paths are delineated beneath the canopy to provide for customer safety as they approach the kiosk.</p>
N/A	<p>Standard: Mid-block connections between buildings shall be provided.</p>

3. Pedestrian Amenities:

Intent: To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical seasonal weather conditions.

Guidelines: The pedestrian environment shall be given priority and importance in the design of projects.

<i>Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</i>	
✓	<p>Standard: Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at facades along streets, shall be provided.</p> <p>Staff Comment: The applicant has not proposed architectural elements along the building's facade incorporating plants (Exhibit 4). However, the applicant has partially achieved an attractive space that unifies the building and the street through an increase in the setback to accommodate a pedestrian plaza area abutting the structure. However, the applicant has not proposed pedestrian amenities or plantings within the proposed plaza area (Exhibit 2). Therefore, staff recommends as a condition of approval the applicant revise the site plan to depict pedestrian amenities, along with plantings, within the pedestrian plaza area. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
✓	<p>Standard: Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p>
✓	<p>Standard: Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of 4.5 feet wide along at least seventy five percent of the length of the building facade facing the street, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level.</p>
<p>iv. RECREATION AREAS AND COMMON OPEN SPACE:</p> <p>Intent: To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.</p> <p>Guidelines: Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians</p>	
N/A	<p>Standard: All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.</p>
N/A	<p>Standard: Amount of common space or recreation area to be provided: at minimum fifty (50) square feet per unit.</p>
N/A	<p>Standard: The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator of the Department of Community and Economic Development or designee.</p>
N/A	<p>Standard: At least one of the following shall be provided in each open space and/or recreation area (the Administrator of the Department of Community and Economic Development or designee may require more than one of the following elements for developments having more than one hundred (100) units):</p> <p>(a) Courtyards, plazas, or multi-purpose open spaces;</p> <p>(b) Upper level common decks, patios, terraces, or roof gardens/pea-patches. Such spaces above the street level must feature views or amenities that are unique to</p>

	<p>the site and are provided as an asset to the development;</p> <p>(c) Pedestrian corridors dedicated to passive recreation and separate from the public street system;</p> <p>(d) Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or</p> <p>(e) Children's play spaces that are centrally located near a majority of dwelling units and visible from surrounding units. They shall also be located away from hazardous areas such as garbage dumpsters, drainage facilities, and parking areas.</p>
N/A	<p>Standard: All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.</p>
N/A	<p>Standard: The pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses shall include all of the following:</p> <p>(a) Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and</p> <p>(b) Paved walking surfaces of either concrete or approved unit paving; and</p> <p>(c) On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</p> <p>(d) At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.</p>
N/A	<p>Standard: The following areas shall not count as pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses:</p> <p>(a) The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator of the Department of Community and Economic Development or designee determines such space meets the definition of pedestrian-oriented space.</p> <p>(b) Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</p>
✓	<p>Standard: Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p>
Partial Compliance	<p>Minimum Standard: Commercial Arterial Zone Public Plazas.</p> <p>At each corner of the intersections listed below, there shall be provision of a public plaza of no less than 1,000 square feet with a minimum dimension of 20 feet on one side abutting the sidewalk. The public plaza must be landscaped consistent with RMC 4-4-070, including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.</p> <p>Staff Comment: The applicant has proposed a 1,099 square foot plaza area included 145 square feet of plaza planting at the intersection, in the e-mail provided updated landscape plan. However the plan did not identify if 20 feet of the plaza was on one side of the abutting sidewalk area. It appears to comply with the 20-foot standard however staff could not verify compliance. The plaza also contains ballads, lighting, and two benches. The applicant has indicated that plaza paving would be provided in the plaza area. The applicant shall provide an updated site plan identifying compliance with the 20-foot minimum standard. This shall be reviewed and approved by the Current Planning Manager prior to building permit issuance.</p>
<p>v. BUILDING ARCHITECTURAL DESIGN:</p> <p>Intent: To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>	

Staff Comment: The proposed fueling station is comprised of a canopy to cover the fuel pumps, which is required by pollution prevention and stormwater regulations and a small kiosk building. The subject use is permitted out right in the zone but does not contain buildings to address the specific standards identified in the Building and Architectural Design section of the Design District. Therefore, staff has coordinated with the applicant to provide a fuel station design which meets the intent of this portion of the Design District by providing a unique design which is appropriate and suitable for the Pacific Northwest and is unique from the franchise retail architecture of the standard QFC fuel station. The proposed design has added a mansard roof atop the canopy to add architectural style beyond the standard canopy. Additionally, the applicant is proposed to wrap the support poles with CMU block to add additional detailing. Furthermore, the standard color scheme used has been adjusted to utilize a muted tone which would consist of natural colors over the original red and blue striping. The combination of the above adjustments meet the intent of the Building and Architectural Design standards however, the final drawings were never provided to staff. In concept the proposed elevations would meet the intent, however staff recommends as a condition of approval that final color elevations and materials are provide the Current Planning Project Manager for review and approval prior to building permit issuance. Detailing such as ruff details and material types should be provided with the updated submittal.

1. Building Character and Massing:

Intent: To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.

Guidelines: Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.

See Intent above	<p>Standard: All building facades shall include modulation or articulation at intervals of no more than forty feet (40').</p> <p>Staff Comment: The applicant has not proposed modulation along the building's eastern and southern façades (Exhibit 4). The, applicant has partially met the intent of this standard to achieve visual interest along the southern façade with the use of landscaping. However, the eastern blank wall along the eastern street façade is partially buffered by landscaping due to the proposed drive aisle (Exhibit 3). The public sidewalk immediately abuts the drive thru lane with no separation between pedestrians and vehicles. Additionally, the applicant has not proposed a variety of vegetation within the 8-foot planter located within the right-of-way. The use of continued and variety of vegetation along the property edge and within the 8-foot planter would create human scale, add visual interest along the blank façade and create a safe separation between vehicles and pedestrians. Therefore, staff recommends as a condition of approval, the applicant submit a revised landscape plan depicting a vegetated buffer east of the drive-thru lane for its full length and trees and shrubs within the 8-foot planter along Anacortes Ave NE. The revised landscape plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
See Intent above	<p>Standard: Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</p>
N/A	<p>Standard: Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade; or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p>

2. Ground-Level Details:

Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view

have visual interest.

Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.

See Intent above	<p>Standard: Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p>Doesn't depict human scaled elements.</p> <p>Staff Comment: The applicant has not proposed human-scaled elements such as lighting fixtures, trellises, or other landscape features along the building's eastern and southern façades (Exhibit 4). The condition above, for a vegetated buffer along the east side of the drive-thru lane for its full length would meet the intent of this standard for the eastern facade. However, the primary façade needs additional human scale elements in order to reinforce a pedestrian oriented development. Ornamental lighting fixtures would create a more prominent primary building façade. Therefore, staff recommends as a condition of approval, the applicant submit revised elevations depicting ornamental lighting fixtures along the northern building facade. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
See Intent above	<p>Standard: On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p>Anacortes</p>
N/A	<p>Standard: Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p>
N/A	<p>Standard: Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</p>
N/A	<p>Standard: Where windows or storefronts occur, they must principally contain clear glazing.</p>
N/A	<p>Standard: Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p>
See Intent above	<p>Standard: Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <ul style="list-style-type: none"> (a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or (e) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.
See Intent above	<p>Standard: If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <ul style="list-style-type: none"> (a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall; (b) Trellis or other vine supports with evergreen climbing vines; (c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard; (d) Artwork, such as bas-relief sculpture, mural, or similar; or (e) Seating area with special paving and seasonal planting.

3. Building Roof Lines:

Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.

Guidelines: Building roof lines shall be varied and include architectural elements to add visual interest to the building.

✓	<p>Standard: Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p> <ul style="list-style-type: none"> (a) Extended parapets; (b) Feature elements projecting above parapets; (c) Projected cornices; (d) Pitched or sloped roofs (e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.
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4. Building Materials:

Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.

Guidelines: Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.

See Intent above	<p>Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p>
See Intent above	<p>Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p>
See Intent above	<p>Standard: Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p>
See Intent above	<p>Standard: If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>
See Intent above	<p>Standard: If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry material</p> <p><u>Staff Comment:</u> It appears that concrete block is what is being proposed for the center columns. As such, the block should be textured or colored as required above.</p>
See Intent above	<p>Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.</p>

vi. SIGNAGE:

Intent: To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.

Guidelines: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets. Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.

unknown	<p>Standard: Entry signs shall be limited to the name of the larger development.</p> <p>Staff Comment: The applicant did not provide entry sign design for review with the application. Compliance would be reviewed at sign permit application.</p>
Not Compliant	<p>Standard: Corporate logos and signs shall be sized appropriately for their location.</p> <p>Staff Comment: The price sign located on the canopy is oversized and detracts from the detailing provided to enhance the visual appearance of the structure. As such, staff recommends a condition of approval that the price sign located on the canopy either be eliminated and/or re-designed in a way that is compatible with the overall development. As such, staff recommends a condition of approval that the applicant provide a comprehensive sign package which provides compatibility with the proposed development and is appropriate for the location.</p>
N/A	<p>Standard: In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</p>
unknown	<p>Standard: Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure.</p>
✓	<p>Standard: Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.</p>
Not Compliant	<p>Standard: All of the following are prohibited:</p> <ul style="list-style-type: none"> a. Pole signs; b. Roof signs; and c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section). <p>Staff Comment: The sign package submitted with the Site Plan materials provided details for directional signage and did not include details for any wall signage (Exhibit 5). It appears, the applicant intends to use back lit cabinet directional signage which is prohibited. Therefore, staff recommends the applicant submit a revised comprehensive signage package which eliminates the use of back lit cabinet signage. The revised signage package shall be submitted to and approved by the Current Planning Manager prior to sign permit approval.</p>
<p>vii. LIGHTING:</p> <p>Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</p> <p>Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
Not Compliant	<p>Standard: Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting.</p> <p>Staff Comment: A lighting plan was not provided with the application; therefore staff recommends a condition of approval that lighting plan be provided that complies the Design District standards. Fuel stations typically are lit, however in some cases the lighting can be over intense resulting in compatibility issues with the surrounding development. The applicant shall also provide a lighting plan that identifies compliance with light trespassing standards.</p>
Not Compliant	<p>Standard: Corporate logos and signs shall be sized appropriately for their location.</p> <p>Staff Comment: See lighting comment and condition above</p>
Not	<p>Standard: Accent lighting shall also be provided on building facades (such as sconces) and/or</p>

Compliant	<p><i>to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.</i></p> <p><u>Staff Comment: See lighting comment and condition above</u></p>
Not Compliant	<p>Standard: <i>Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).</i></p> <p><u>Staff Comment: See lighting comment and condition above</u></p>
d. PLANNED ACTION ORDINANCE AND DEVELOPMENT AGREEMENT COMPLIANCE AND CONSISTENCY:	
Not applicable.	
e. OFF SITE IMPACTS:	
<p>Structures: <i>Restricting overscale structures and overconcentration of development on a particular portion of the site.</i></p> <p>The single structure is located in the middle of the site. The addition of a fuel service center would not result in an over concentration of the use in the area.</p>	
<p>Circulation: <i>Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.</i></p> <p>Pedestrian access through maneuvering areas of a fuel station is discouraged. As such, the pedestrian connections and linkages are provided via the required street frontage improvements and sidewalks. The sidewalks would connect to the properties to the south along Duvall Avenue NE and to the west along NE 4th Street.</p>	
<p>Loading and Storage Areas: <i>Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.</i></p> <p>The refuse and recycling area has been designed to provide a block wall for screening, with landscaping along the edge that abuts the neighboring property to the west. The Utility generator is proposed to be screened with a fence; however a detail of this screening was not provided with the application. The overall development would be screened via the landscaping required along the site frontage and along the bordering property lines. As such, staff recommends a condition of approval that the applicant provide a detail of all utility screening for both the generator and roof mounted equipment that may be located on the canopy and/or kiosk structure.</p>	
<p>Views: <i>Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</i></p> <p>There are no large attractive natural features on or near the site for which to maintain visual accessibility. The applicant has proposed to limit the height of the proposed structure to below 19 feet which mitigate view impacts from surrounding properties. The applicant is proposing a landscape buffer along the western and southern property lines to buffer the use from abutting properties and a screening wall located in the frontage landscape strip along NE 4th and Duvall Avenue NE.</p>	
<p>Landscaping: <i>Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.</i></p> <p>See Landscaping discussion under Findings Section 15.b.</p>	
Lighting: <i>Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness</i>	

or glare to adjacent properties and streets

See Lighting discussion under Findings Section 15.C.vii Lighting

f. ON-SITE IMPACTS:

Structure Placement: Provisions for privacy and noise reduction by building placement, spacing and orientation.

The proposed fuel canopy has been placed on the site to accommodate the intended purpose of vehicle fueling. The site design and layout has been optimized to facilitate function and reduce potential queuing delays and at the same time screen the vehicular oriented use from the public realm by providing for landscape screening between the public sidewalk and pedestrian plaza area and the development itself. The cashers kiosk is centrally located which would allow for safe pedestrian movement when filling a vehicle. The utilities appear to be screened, however staff has recommended previously in the report that the applicant shall provide details of the screening to ensure compatibility with the onsite uses and aesthetics of the overall site plan.

Structure Scale: Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.

The scale and bulk of the building is designed primarily for function and as required by pollution prevention standards. However, the subject fuel station has provided additional amenities in the form of a mansard roof and natural tone color pallet to reduce the overall scale of the structure and its relation to the surrounding developments.

The proposed building is designed appropriately to allow adequate light and air circulation to the buildings and the site. The design of the structures would not result in excessive shading of the property. In addition, there is ample area surrounding the building to provide normal airflow.

Natural Features: Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.

The site contains 20 trees of which all are proposed for removal. The applicant has indicated that 4 trees would be considered to be dead, diseased or dangerous. However, the applicant did not provide an arborist report to support this conclusion in the tree retention worksheet. Renton Municipal Code requires that 5 percent of the trees on site be retained. Of the 20 trees, 1 tree is required to be retained at the 5 percent retention rate. Because no trees are proposed to be retained the applicant would be required to replace the trees with a minimum of 6 new trees, a minimum of 2-inch caliper inches in size. The provided landscape plan has identified that 23 new trees would be planted as a part of the projects site improvements and landscaping. As proposed the applicant would comply with the tree retention requirements of the code.

Topographically, the site is relatively flat. A geotechnical report for the site was submitted, which included recommendations for construction and site preparation among other items. Grading would be necessary in order to prepare the site for the proposed improvements.

The applicant is proposing the excavation of approximately 2,800 cubic yards of on-site material, primary for the underground fuel storage tanks. Following construction the site would have an impervious surface cover of approximately 17,224 square feet or 90%.

Landscaping: Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.

The landscaping is used to provide a transition between the proposed development and the public

right of way. The landscaping softens the appearance of the entire vehicular oriented development and generally enhances the appearance of the project.

g. ACCESS:

Location and Consolidation: *Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.*

The site has two public street frontages, NE 4th Street and Duvall Avenue NE. The existing site currently gains access from both streets, however there street frontage improvements do not currently exist along either frontage. The applicant has proposed two access points, one right-in and right-out along NE 4th Street and a second access point along Duvall Avenue NE. The two access points would facilitate vehicular mobility throughout the site by providing for opportunities to reduce vehicular stacking at the fuel pumps. NE 4th Street is considered an arterial and Duvall Avenue NE is a collector street. As designed the primary access point is located off of Duvall Avenue NE, reducing impacts to NE 4th Street.

Internal Circulation: *Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.*

See Location and Consolidation discussion above.

Loading and Delivery: *Separating loading and delivery areas from parking and pedestrian areas.*

There are no dedicated loading or delivery areas proposed on site. Fuel tanks are located underground; delivery would be required by a fuel tanker truck which pumps the fuel into the underground tanks. Based on the provided site plan there appears to be sufficient space for delivery of fuel.

Transit and Bicycles: *Providing transit, carpools and bicycle facilities and access.*

The subject development does not require parking with the exception for employee parking; as such bicycle parking would not be required. If the subject employee rides a bike to work, they could utilize the vehicle parking space for a bicycle parking space.

Pedestrians: *Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.*

Pedestrian access through maneuvering areas of a fuel station is discouraged. As such, the pedestrian connections and linkages are provided via the required street frontage improvements and sidewalks. The sidewalks would connect to the properties to the south along Duvall Avenue NE and to the west along NE 4th Street, providing a safe and attractive pedestrian connection between developments.

h. OPEN SPACE: *Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.*

The applicant is proposing to develop a pedestrian plaza space along the intersection on NE 4th Street and Duvall Avenue NE that would be approximately 1,000 square feet. The space would contain amenities such as benches and lighting. This plaza would serve as a project focal point and provide an opportunity for pedestrians to sit and/or relax among the auto oriented development proposed. This area would provide an opportunity for passive recreation and is separated for the primarily use of the site adding an additional level of pedestrian safety.

i. VIEWS AND PUBLIC ACCESS: *When possible, providing view corridors to shorelines and Mt. Rainier, and*

Incorporating public access to shorelines.

The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable as the site is not adjacent to a shoreline.

j. NATURAL SYSTEMS: Arranging project elements to protect existing natural systems where applicable.

There are no natural systems located on site.

k. SERVICES AND INFRASTRUCTURE: Making available public services and facilities to accommodate the proposed use.

Police and Fire: Fire and Police Department staff has indicated that existing facilities are adequate to accommodate the subject proposal.

Parks and Recreation: Not Applicable

Drainage: The project is required to comply with the new City of Renton Amendments to the 2009 King County Surface Water Design Manual. A conceptual drainage plan and report stamped by a PE was submitted with the formal application, and per the report the project is complying with the 2009 King County Surface Water Design Manual. The applicant has proposed to provide flow control in the form of a wet/detention vault located in the southeast corner of the project site that would discharge to the existing conveyance system along Duvall Avenue NE. The applicant has proposed to meet the Enhanced Basic Water Quality requirements by providing 3 feet of dead storage in the water quality and detention vault and a three-cartridge Stormfilter manhole with CSF media downstream of the detention.

The stormwater report further identifies that the canopy covering over the fuel dispensing island as well as routing the under-canopy drainage through an oil/water separator prior to discharging would accommodate the project special requirements for source control.

Transportation: The site has two public street frontages, NE 4th Street and Duvall Avenue NE. The applicant has proposed two access points, one right-in and right-out along NE 4th Street and a second access point along Duvall Avenue NE. The two access points would facilitate vehicular mobility throughout the site by providing for opportunities to reduce vehicular stacking at the fuel pumps. Street improvements would be required along both NE 4th Street and Duvall Avenue NE.

The provided Transportation Analysis concludes that the proposed project would not have a significant adverse impact on the transportation system and that payment of transportation impact fees would be adequate to mitigate the project impacts.

Schools: Not Applicable.

Water and Sewer: A majority of the existing utility infrastructure would be removed and replaced with existing infrastructure. Per the City of Renton Fire Department, the preliminary fire flow requirement is 1,500 gpm. Two fire hydrants are required; one within 150-feet of the proposed building and one hydrant is required within 300-feet. The existing fire hydrants need to be per current code with a storz fitting if not existing. It appears adequate fire flow and fire hydrants exist in the area.

The project would need to connect to the existing man hole in the intersection of NE 4th Street and Duvall Avenue NE with a minimum 6-inch diameter pipe installing an inside drop connection. There is an existing 24-inch sanitary sewer main located in NE 4th Street.

l. PHASING: The applicant is not requesting any additional phasing request.

I. CONCLUSIONS:


1. Based on analysis of probable impacts from the proposal, staff recommends that the responsible officials issue a Determination of Non-Significance – Mitigated.
2. The proposal complies with the Site Plan Review Criteria if all conditions of approval are met.
3. The proposal is compliant and consistent with the plans, policies, regulations and approvals.
4. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.
5. The proposed use is anticipated to be compatible with existing and future surrounding uses as permitted in the CA zoning classification.
6. The scale, height and bulk of the proposed buildings are appropriate for the site.
7. Safe and efficient access and circulation has been provided for all users.
8. The proposed open space/plaza area serve as project focal points and provide adequate areas for passive and recreation by the patrons of the fueling station.
9. There are adequate public services and facilities to accommodate the proposed use.
10. The proposed location would not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location is suited for the proposed use.
11. The existing use would not result in a substantial or undue adverse effect on adjacent properties.
12. Adequate vehicle queuing and parking for the proposed use has been provided if all condition of approval are met.
13. The proposed site plan ensures safe movement for vehicles and pedestrians and has mitigated potential effects on the surrounding area if all conditions of approval are complied with.
14. The proposed development would not generate any long term harmful or unhealthy conditions. Potential noise, light and glare impacts from the proposed use have been evaluated and mitigated if all conditions of approval are complied with.
15. Landscaping has been provided in all areas not occupied by the building or paving. Additional landscaping has been provided in order to buffer adjacent properties from potentially adverse effects of the proposed use.

J. DECISION:

The proposed Site Plan for QFC Fuel Center #871, File No. LUA12-083, ECF, SA-A- is **approved** subject to the following conditions:

1. The applicant shall comply with the three mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated November 19, 2012

2. The applicant shall provide an updated site plan which clearly identifies compliance with setback standards for review and approval by the Current Planning Project Manager prior to building permit issuance.
3. The applicant shall be required to submit a final landscape plan, including details for vertical elements, for review and approval by the Currently Planning Project Manager prior to building permit issuance.
4. The applicant shall either provide a site-to-site vehicle access between the subject site and the south CA zone property or apply for and receive an approval for a variance from the site-to-side vehicle access requirement. Either a new site plan depicting site-to-site access shall be provided for review and approval prior to building permit issuance or an approved variance shall be obtained prior to building permit issuance.
5. The applicant shall provide documentation at building permit application verifying compliance with RMC 4-3-050H.2.d; which shall be reviewed and approved by the Fire Department, Water Utility Division and the Current Planning Project Manager prior to Building Permit Issuance.
6. The applicant shall provide an updated site plan depicting the parking stall without ADA labeling for review and approval by the Building Department and the Current Planning Project Manager prior to building permit issuance.
7. The applicant shall submit revised elevations for the refuse and recyclable enclosure depicting a roof. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit issuance.
8. The applicant shall provide an updated site plan identifying compliance with the 20-foot minimum standard for the public plaza space. This shall be reviewed and approved by the Current Planning Project Manager prior to building permit issuance.
9. Final color elevations and materials shall be provided to the Current Planning Project Manager for review and approval prior to building permit issuance. Detailing such as roof details and material types should be provided with the updated submittal.
10. The applicant shall submit a comprehensive signage package which eliminates the use of back lit cabinet signage and is compatible with the proposed development and is appropriate for the location. The revised signage package shall be submitted to and approved by the Current Planning Manager prior to sign permit approval.
11. A lighting plan shall be submitted for review and approval by the Current Planning Project Manager prior to building permit issuance. The proposed lighting plan shall comply the Design District standards and light trespassing standards.
12. The applicant shall provide a detail of all utility screening for both the generator and roof mounted equipment that may be located on the canopy and/or kiosk structure. The screening details shall be provided to the Current Planning Project Manager for review and approval prior to building permit issuance.


For C.E. "Chip" Vincent, CED Administrator/Planning Director

11/21/2012
Date

TRANSMITTED this 20th day of November 2012 to the Contact/Applicant/Owner:

Contact:	Owner:	Applicant:
Robert McNeill	c/o Hugh Stewart	Tim Hansen
Senior Planner	Eastside Funding LLC	QFC Real Estate Manager
Barghausen Consulting Engineers, Inc.	3933 Lake Washington Blvd NE ste: #100	Quality Food Centers, Inc.
18215 72nd Avenue S	Kirkland, WA 98033	10116 NE 8th Street
Kent, WA 98032		Bellevue, WA 98004

TRANSMITTED this 20th day of November 2012 to the Parties of Record:

John & Ada Sheen
320 Chelan Place NE #H2
Renton, WA 98059

TRANSMITTED this 20th day of November 2012 to the following:

Neil Watts, Development Services Director
Larry Meckling, Building Official
Kayren Kittrick, Development Services
Jennifer Henning, Current Planning
Fire Marshal
Renton Reporter

Land Use Action Appeals, Request for Reconsideration, & Expiration

The Environmental Determination and the Administrative Site Development Plan Review decisions will become final if the decisions are not appealed within 14 days of the decision date.

Environmental Determination Appeal: Appeals of the environmental determination must be filed in writing to the Hearing Examiner on or before 5:00 p.m., December 7, 2012.

Administrative Site Development Plan Approval Appeal: Appeals of the administrative site development plan review decision must be filed in writing to the Hearing Examiner on or before 5:00 p.m. on December 7, 2012.

APPEALS: An appeal of the decision(s) must be filed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680). Renton Municipal Code Section 4-8-110 governs appeals to the Hearing Examiner. Appeals must be filed in writing together with the \$250.00 application fee to Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall - 7th Floor, (425) 430-6510.

RECONSIDERATION: Within 14 days of the decision date, any party may request that a decision be reopened by the Administrator (Decision-maker). The Administrator (Decision-maker) may modify his decision if material evidence not readily discoverable prior to the original decision is found or if he finds there was misrepresentation of fact. After review of the reconsideration request, if the Administrator (Decision-maker) finds sufficient evidence to amend the original decision, there will be no further extension of the appeal period. Any person wishing to take further action must file a formal appeal within the 14-day appeal timeframe.

EXPIRATION: The Administrative Site Development Plan Review decision will expire two (2) years from the date of decision. A single two (2) year extension may be requested pursuant to RMC 4-9-200.

THE APPEARANCE OF FAIRNESS DOCTRINE: provides that no ex parte (private one-on-one) communications may occur concerning the land use decision. The Doctrine applies not only to the initial decision, but to Appeals to the Hearing Examiner as well. All communications after the decision/approval date must be made in writing through the Hearing Examiner. All communications are public record and this permits all interested parties to know the contents of the communication and would allow them to openly rebut the evidence in writing. Any violation of this doctrine could result in the invalidation of the appeal by the Court.

ADVISORY NOTES TO APPLICANT

The following notes are supplemental information provided in conjunction with the administrative land use action. Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division. The Development Services Division reserves the right to rescind the approved extended haul hours at any time if complaints are received.
2. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
3. Commercial, multi-family, new single-family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
4. All landscaping shall be irrigated by an approved irrigation system prior to final occupancy permits

Water:

1. The preliminary fire flow requirement is 1,500 gpm. Two fire hydrants are required. One fire hydrant is required within 150 feet of the proposed building and one hydrant is required within 300 feet. Existing hydrants can be counted toward the requirement as long as they meet current code, including 5-inch storz fittings.
2. Installation of a minimum 1" water meter with a RP in a "Hot Box" is required.
3. System Development Charges (SDCs) are based on the total number and size of any and all water meters. The SDCs are collected as part of the construction permit.

Sewer:

1. This project will need to connect to the existing MH in the intersection of NE 4th St and Duvall Ave NE with a minimum 6" diameter pipe installing an inside drop connection.
2. A commercial building permit will trigger a separate review.
3. Separate drains for the concrete islands are required to be connected to an oil water separator downstream in a vault in a positive direction. A shut off valve is required to be installed.
4. This site is located in the East Renton Special Assessment District (SAD 0002). This fee is \$.0973 per square foot of the parcel of land and is required to be paid prior to issuance of a construction permit.
5. SDCs are based on the size of the domestic water meter. The SDCs are collected as part of the construction permit.

Surface Water:

1. The conceptual drainage plan and report was submitted with the formal application and is under review at this time. The project shall comply with the City of Renton Amendments to the 2009 King County Surface Water Design.
2. The applicant's civil engineer will look in the Manual under Section 1.2.3.1, Area-Specific Flow Control Facility Requirement. This site is located, per the Flow Control Application Map, in the Flow Control Duration Standard (Forested Conditions).
3. Surface Water SDC fees are \$0.405 per square foot of new impervious area. These fees are collected at the time a construction permit is issued.

Transportation:

1. Per the NE 3rd/NE 4th St Corridor Plan, construction of the typical street section needs to match the existing curb on NE 4th St. This will include two 11-foot travel lanes, a two way left hand turn lane, and a 5-foot bike lane adjacent to the new curb. The typical street section needs to show a 5-foot sidewalk separated from the roadway curb and adjacent to the new property line, with a 5-foot planting strip including street trees on NE 4th St. Additional right-of-way will be required to achieve the above.

2. Per City of Renton code, all lot corners at intersections of dedicated public rights-of-way shall have a minimum radius of 25 feet. The curb return at the intersection of the two arterials NE 4th St and Duvall Ave NE shall be $R = 35$.
3. The project and plans need to include the relocation of the traffic signal pole and controller, located at NE 4th St & Duvall, as a part of this development.
4. The driveway access on NE 4th St needs to be right turn in and right turn out only, due to the close proximity to the Duvall Ave NE intersection.
5. The Civil Plan set shall include the channelization plan (striping, buttons, arrows) on Duvall Ave NE.
6. The typical road section for Duvall Ave NE is 20-feet of pavement centerline to face of curb, a 5-foot planting strip, and 5-foot sidewalk adjacent to property line.
7. Street lighting will be required to be installed fronting the parcel being developed.
8. A fill source statement will be required for any fill imported to the site.

Fire:

1. The preliminary fire flow requirement is 1,500 gpm. Two fire hydrants are required. One fire hydrant is required within 150-feet of the proposed building and one hydrant is required within 300-feet. Existing hydrants can be counted toward the requirement as long as they meet current code, including 5-inch storz fittings. It appears adequate fire flow and fire hydrants exist in this area.
2. Separate plans and permits are required to be submitted to the Renton Fire Department for review and permitting of all underground fuel tanks and a tank monitoring systems.
3. All new commercial fuel dispensing facilities shall be provided with an approved on site standby power system to facilitate fuel dispensing during local power outages or disaster.
4. Fire department apparatus access is adequate.
5. An electronic site plan is required to be submitted to the Renton Fire Department for pre-fire planning purposes prior to occupancy of the building.

General :

1. All required utility, drainage, and street improvements will require separate plan submittals, prepared according to City of Renton drafting standards by a licensed Civil Engineer.
2. All plans shall be tied to a minimum of two of the City of Renton Horizontal and Vertical Control Network.
3. Permit application must include an itemized cost estimate for these improvements. Half of the fee must be paid upon application for building and construction permits, and the remainder when the permits are issued. There may be additional fees for water service related expenses. See Drafting Standards.

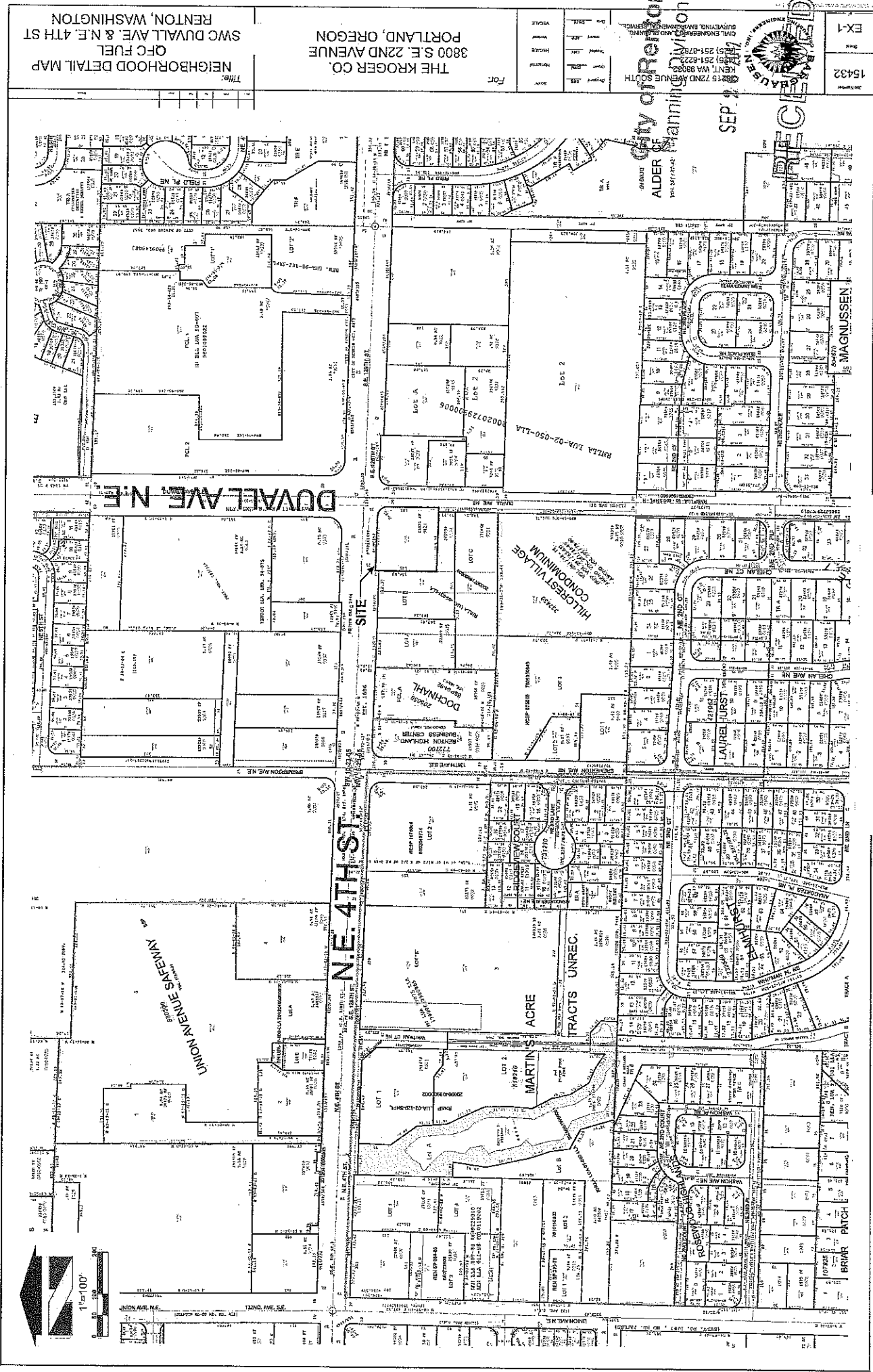


EXHIBIT 1

15432

EX-1

City of Kent
Planning Division

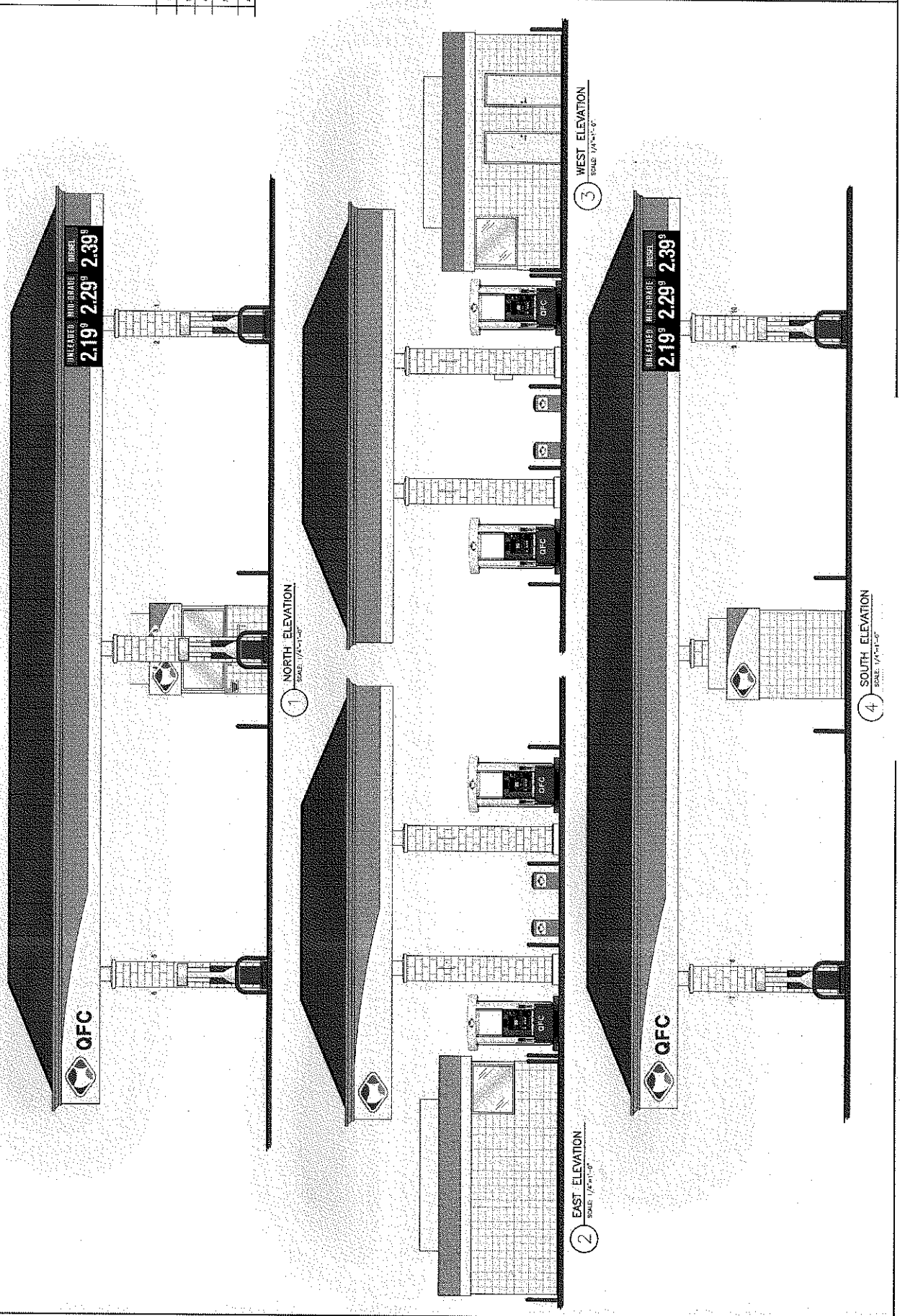
15432 72ND AVENUE SOUTH
KENT, WA 98032
(206) 251-6222
(206) 251-6782

THE KROGER CO.
3800 S.E. 22ND AVENUE
PORTLAND, OREGON

NEIGHBORHOOD DETAIL MAP
OFC FUEL
SWC DUVALL AVE. & N.E. 4TH ST
RENTON, WASHINGTON

For

DATE: 10/1/03
DRAWN: [blank]
CHECKED: [blank]
APPROVED: [blank]
SCALE: [blank]



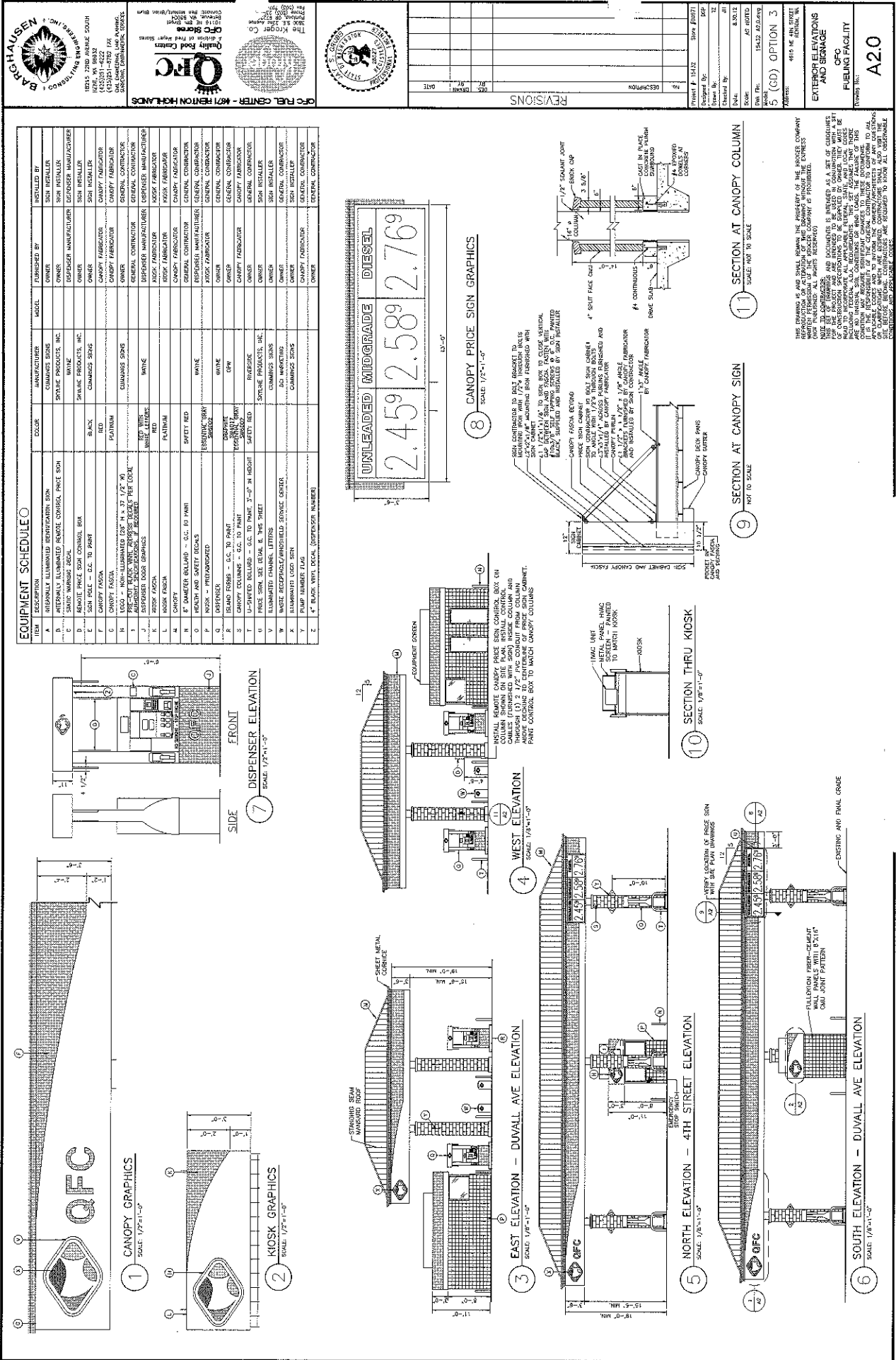
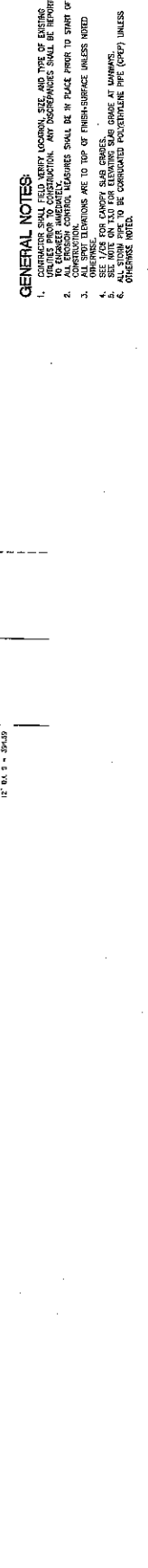





EXHIBIT 8



[illegible]

* DERIVES SIGNIFICANT TREE
DERIVATES DEAD DANGER OF DANGEROUS TREE

THE INDEX	EXTINGUISH TREE CALL-OUT COSTING TREE	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
X	EXTINGUISH TREE CONICAL ROOT ZONE	OF TREE TO BE REMOVED
	IDENTIFIES EXISTING TREE TO BE REMOVED	SEE THIS SHEET FOR SCHEDULE
	EXISTING DISCARDED TREE	
	EXISTING EXEMPTED TREE	

SYMBOL	COMMON NAME
AL	ALDER
BLM	BIG LEAF MAPLE
CW	COTTONWOOD
HA	HAWTHORNE
PP	PURPLE LEAF PLUM
CF	CEADAR

[illegible][illegible]

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SEP. 26 2017

RECEIVED

Project #:	15432	Store #0971
Assigned By:		AMS
Team By:		AMS
Tracked By:		JR
Notes:	8.30.12	
Order:		1"X10"-0"
Link File:		
Search:		
Address:	4615 NE 4TH STREET	

SIGNIFICANT PLAN

OPC
FUELING FACILITY

L2 of 2



WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT

ARTHUR W. SEEDEL
CERTIFICATE NO. 706
VALID ONLY WITH SIGNATURE

EXPOSURE OF THE PUBLIC TO
DANGEROUS WASTE

EXHIBIT 9

